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DEPARTMENT OF PUBLIC WORKS
CANADA



ST. ANDREWS
LOCK

LOCKPORT
MANITOBA

H3-27



CANADA

DEPARTMENT OF PUBLIC WORKS

RULES AND REGULATIONS

FOR THE

GUIDANCE AND OBSERVANCE OF THOSE
USING AND OPERATING THE

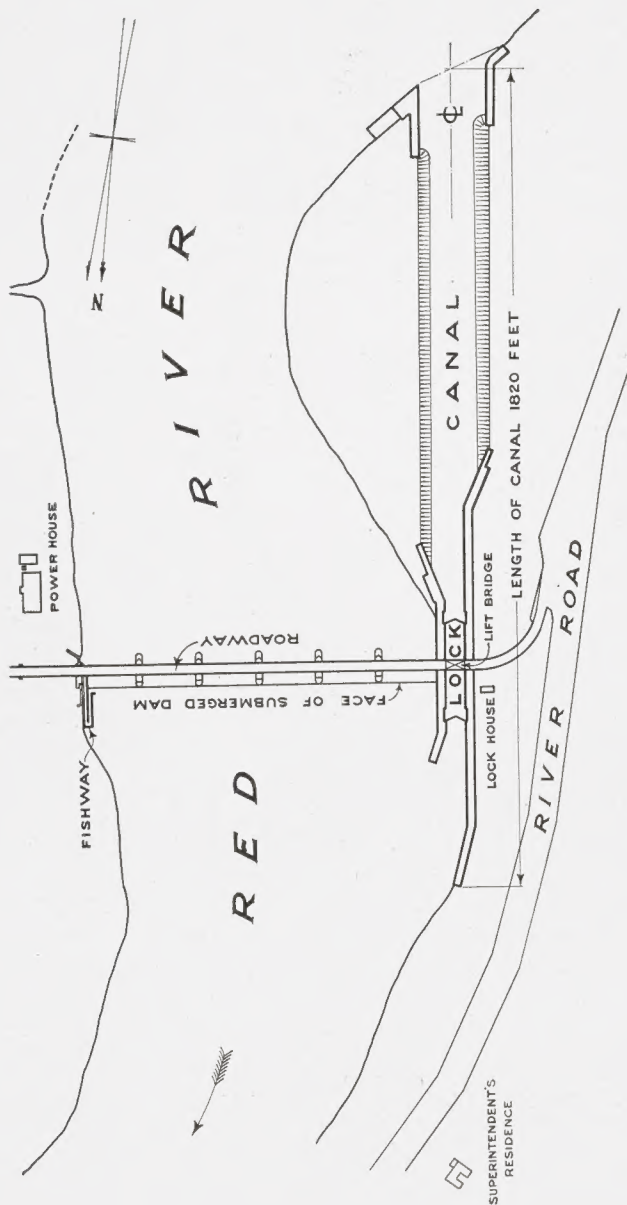
ST. ANDREWS LOCK

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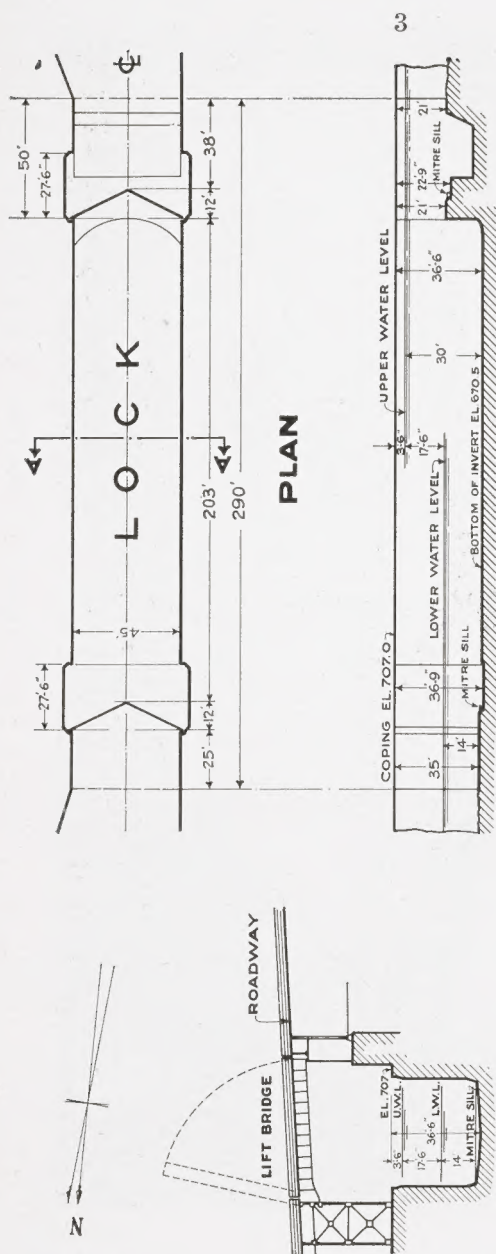
LOCKPORT, MANITOBA

Authorized by Order in Council dated December 29, 1949,
as amended by Order in Council of April 18, 1950

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
KING'S PRINTER AND CONTROLLER OF STATIONERY
1950



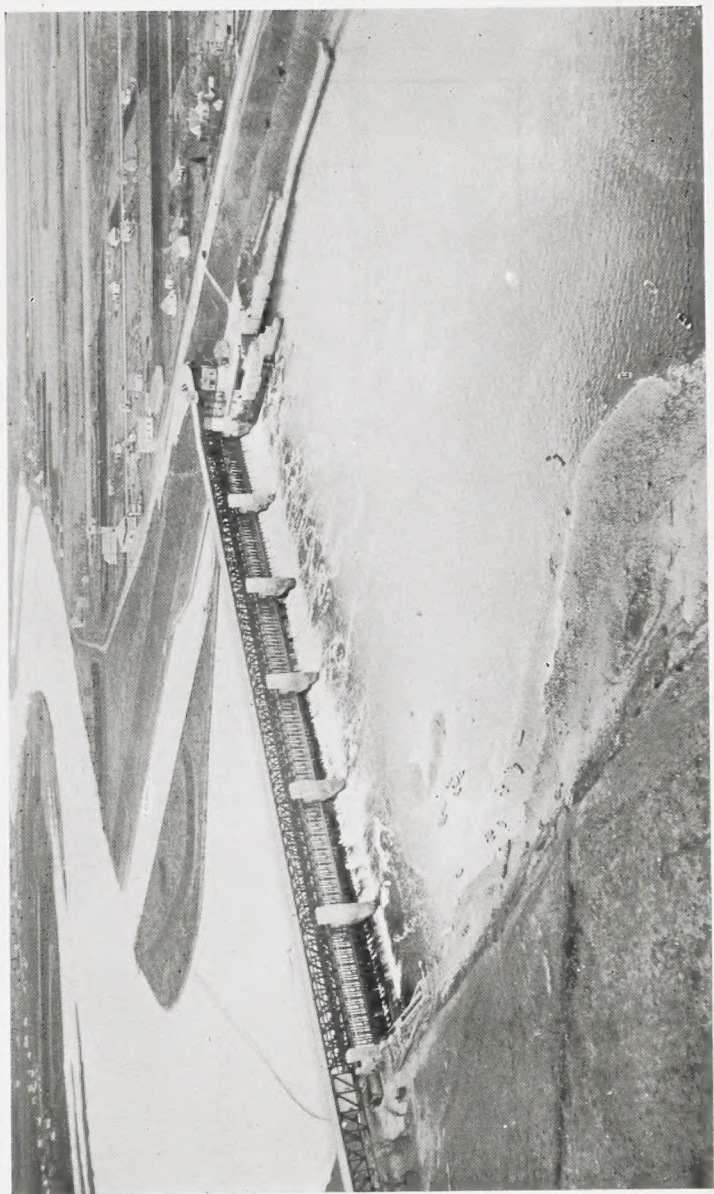
DEPARTMENT OF PUBLIC WORKS OF CANADA.
ST. ANDREWS LOCK AND DAM
 LOCKPORT, MANITOBA.



SECTION A-A

SECTION ON CENTRE LINE

DEPARTMENT OF PUBLIC WORKS OF CANADA.
ST. ANDREWS LOCK
 LOCKPORT, MANITOBA.



Aerial View—St. Andrews Lock and Dam

REGULATIONS FOR THE USE AND OPERATION OF ST. ANDREWS LOCK

INTERPRETATION

1. These regulations may be cited as the St. Andrews Lock regulations.

2. In the following regulations

- (a) "Department" means the Department of Public Works;
- (b) "Minister" means the Minister of Public Works;
- (c) "district engineer" or "superintendent" means the officers appointed as such or any one duly authorized to act for them;
- (d) "lockmaster" and "bridge master" include any person who is in charge of a lock or bridge;
- (e) "officer" includes all persons employed by the Department in any controlling position in connection with the lock;
- (f) "employee" includes all persons employed by the Department other than "officers" as above defined;
- (g) "season of navigation" means the period between the opening and closing of the lock for traffic;
- (h) "vessel" includes all ships, boats, barges, dredges, scows, pontoons, or other floating craft, whether propelled by steam or otherwise;
- (i) "raft" includes any raft or crib of timber of any description, whether manufactured or unmanufactured, lumber, logs, floating timber, rafting materials, ties, poles and cordwood;
- (j) "working days" means days on which work can legally be performed;
- (k) "owner" includes any owner or any part owner, the captain or master of a vessel, and the agent of such owner;
- (l) "goods" includes coal, ore, and other mineral products, lumber, firewood, cordwood, ties, staves, laths, brick, stone, sand or earth, or any animals, materials, ware or merchandise, of any description or nature whatsoever;

- (m) "wintering" means the lying up during the winter of a vessel, or raft, within the limits of the lock and approaches, whether such vessel or raft, be floating or grounded;
- (n) "basin" means any artificially formed area, outside of the normal canal prism, for the loading or unloading of cargoes or the turning or passing of vessels.

CONTROL

3. The enforcement of these regulations is the responsibility of the officer placed by the Department in control of the operation of the lock.

TIME WHEN LOCK IS OPEN

4. The lock will be open throughout each day and night during the season of navigation, unless at any particular time provision to the contrary be made by proper authority.

USE OF LOCK AND APPROACH CHANNELS TO BE AT OWNER'S RISK

5. All vessels or rafts passing through the lock and approach channels shall do so entirely at the risk of their owners and the Department shall on no account be held liable or responsible for any compensation to the owners of any such vessel, or raft, should they be prevented from using the lock, or be detained or delayed while passing through the same.

AGREEMENT TO COMPLY WITH REGULATIONS REQUIRED

6. (1) No vessel or raft shall be permitted to pass through the approach channel or the lock unless and until the master or other person in charge of the vessel or raft shall have completed and signed a Ship's Report in accordance with the Schedule attached to these regulations.

(2) The following vessels, namely:

- (a) skiffs, canoes, rowboats and similar light craft,
- (b) motor boats, yachts and other pleasure craft the overall length of which does not exceed forty feet, and,

- (c) towing tugs without cargo which make frequent use of the lock, are exempt from the requirement of subsection one, but the owner, master or other person in charge of every such vessel shall sign a book provided by the Department in which shall be entered the name of the vessel, if any, its point of departure and destination, the number of passengers on board, and such other particulars as may be required.

AGREEMENT FOR PASSAGE OR USE

The undersigned, in consideration of being allowed by the Government passage through or use of the St. Andrews lock and approach channels for (a)..... agrees that such passage or use shall be made subject to the current rules and regulations in force, approved by the Governor in Council, and to all the fines, penalties, conditions and liabilities imposed thereby for the infraction thereof; and further agrees to comply with and abide by all the provisions in such regulations, and forthwith on demand to pay and discharge all dues, fines, penalties and liabilities imposed under such regulations, and, in default, that such action may be taken by and on behalf of the Government as provided for in such regulations to enforce compliance therewith and to give effect to the same, and for the recovery of all such dues, fines, penalties and liabilities so imposed.

Dated this.....day of.....
19.....

Witness

.....

(b).....

.....

- (a) Insert name of vessel, or, in the case of a raft, the material thereof.
(b) Signature, with statement of office or capacity.

VESSELS IN BAD CONDITION

7. Any vessel which is in such condition as, in the opinion of the District Engineer or Superintendent, will become, or be likely to become, a source of damage, or delay to navigation, shall be prohibited from proceeding into the approach channels of the lock, or, if already in, from proceeding further therein.

OFFICERS MAY EXAMINE VESSELS OR RAFTS

8. The District Engineer, or Superintendent, shall, at all times, have full power to stop any vessel, or raft, at any point immediately above or below the lock, and to enter on and remain on such vessel, or raft, so long as he may deem necessary for the purpose of examining the same; and every facility shall be afforded him for obtaining such information as he may desire, and for ascertaining the number of cribs or the number of pieces of any description of timber of which the raft is composed.

DRAUGHT OF VESSELS

9. (1) Every vessel navigating the waterway, other than a canoe, rowboat or similar light craft, shall be accurately and distinctly gauged and marked at the bow and stern to show its exact draught fore and aft, and no vessel, other than a canoe, rowboat or similar light craft, without such gauge marks shall be permitted to enter the lock.

(2) No vessel drawing more than nine feet shall be permitted to enter the lock.

TRIM OF VESSELS

10. Vessels using the lock shall have all protruding gear, equipment or other parts securely trimmed or brought inboard and their anchors secured and cargo stowed, so as to avoid doing damage to any of the lock gates, piers, bridges or other works, or vessels; and all condenser discharge pipes shall be covered with hoods so as to discharge below the lock coping; vertical fenders on both sides shall be used in passing through the lock.

ANIMAL TOWAGE

11. No animal traction shall be used.

LIGHTS ON VESSELS

12. Every vessel or raft navigating the waterway, whether under way or at anchor, or lying moored in the channel, shall comply with the provisions of the "Canal Rules and Regulations" respecting lights.

LIGHTS ON LOCK

13. When at night the lock is ready for the admission of a vessel, a red light will be exposed on the mitre of the gates farthest away from the approaching vessel and no vessel shall attempt to enter the lock until such light is so shown.

MEETING AND PASSING OF VESSELS

14. In all cases of vessels meeting in the approach channels, their passing shall be governed by the Canal Rules and Regulations respecting the passage of vessels.

PASSING OF MOORED VESSELS

15. The engines of steamers passing vessels moored to a wharf, pier, or the bank of the waterway shall be stopped while so passing.

SIGNAL OF APPROACH

16. At least half a mile before a vessel reaches the lock, a steam whistle, bell or horn shall be sounded as an approach signal from the vessel.

VESSELS APPROACHING LOCK OR BRIDGE

17. (1) Every master or person in charge of any vessel on approaching the lock or bridge shall ascertain whether the lock or bridge is prepared to allow them to enter or pass, and stop the speed of any such vessel, in sufficient time to avoid a collision with the lock or its gates, or with the bridge or other works.

(2) All vessels approaching the lock, while any other vessel going in the contrary direction is in or about to enter the same, shall be stopped and made fast to the posts placed for that purpose, and shall remain so until the vessel going through the lock has passed.

VESSELS WAITING AT LOCK

18. When several vessels are waiting to enter the lock, they shall lie in single tier, and at a distance of not less than 150 feet from the lock or entrance, except where local conditions may, in the judgment of the District Engineer or Superintendent, otherwise require; and each vessel, for the purpose of passing through, shall advance in the order in which it may be lying in such tier, except in the case of vessels to which priority of passage is granted by this regulation.

PRIORITY OF PASSAGE THROUGH LOCK

19. (1) Priority of passage through the lock shall be as follows:

1. Any Government vessel.
2. Passenger vessels, excursion steamers and market boats.
3. Vessels principally engaged in carrying freight even though carrying passengers to some limited extent; private pleasure boats, yachts, skiffs, canoes.

(2) In the case of a vessel of the first or second class approaching the lock and being within such distance that she would be delayed if any other boat lying in the tier and over which she has precedence were passed through before her, the lock shall be held for her accommodation.

CARE IN ENTERING AND LEAVING LOCK

20. No vessel shall attempt to enter or leave the lock until the gates are fully opened. The engines shall be stopped while the propeller wheel is passing over the mitre sills.

VESSEL MEN TO ASSIST IN PASSING VESSELS

21. Whenever any vessel, or other craft is passing through the lock, the master or person in charge shall, whenever called upon by the lockmaster, furnish two, or more, of his crew to assist in working the lock or bridge to pass his own vessel through it.

VESSEL LINE REQUIRED

22. Every vessel of two hundred tons and under, navigating the lock shall be provided with at least two good and sufficient lines or hawsers, one at the bow and one at the quarter, and every vessel of more than two hundred tons shall be provided with four good and sufficient lines or hawsers, two leading astern, one leading ahead and one abreast, which lines, when locking, shall be made fast to the snubbing posts on the bank of the canal and lock, and each line shall be attended by one of the crew, to check the speed of the vessel while entering the lock, to prevent it from striking against the gates or other parts of the lock, and to keep it in proper position, while the lock is being filled or emptied.

WORKING OFF A LEE BANK

23. No steamer when blown or otherwise held on a lee bank in the entrance channels, shall attempt to work herself off with her engine and wheel, but shall run lines to the opposite side, and heave out into the channel with her capstan.

MOORING AND FASTENING

24. (1) All vessels in the lock and approaches shall be under the control of the District Engineer, or Superintendent, as regards their position, mooring, fastening, removal and the extent of accommodation which the masters or persons in charge thereof may require from each other, and no person on board or in charge of any vessel shall disregard or disobey the orders that the District Engineer or Superintendent may give in such matters, and in the event of refusal or disregard of such orders the District Engineer, or Superintendent, may cast off or cut away the hawsers or other fastenings of such vessels, or cut away any ring or post to which such hawsers or other fastenings may be attached; and in such event, in addition to the penalty hereinafter provided for, the owners or persons in charge of the vessel shall be liable for and pay all or any damages caused by such action, and the District Engineer, or Superintendent, shall have power to hold the vessel until such damages are paid.

(2) In the event of non-compliance with or resistance to the orders of the District Engineer, or Superintendent, to remove the said vessels, it shall be lawful for him to take possession of such vessel, and to remove the same to such point as he may see fit, and he shall have the power of employing a sufficient number of men for that purpose, at the expense of the owner or person in charge of such vessel.

TYING TO ELECTRIC LIGHT, TELEPHONE OR TELEGRAPH POLES

25. No vessel, or raft, shall, under any circumstances, place a line of any nature on any electric light, telephone or telegraph pole situated on lock property.

BERTHS FOR VESSELS

26. (1) Berths for all vessels, or rafts, when loading, unloading or stopping at any basin, harbour or landing place, or approach, will, whenever necessary, be assigned by the officer in charge of the lock.

(2) The District Engineer, or Superintendent, or the officer in charge, shall have power to change such berths from time to time as he may see fit.

(3) No master, owner or person having charge of any vessel, or raft, shall refuse or neglect to comply promptly with such directions as are given as to location of a berth, nor shall forcibly remove or attempt to remove, any vessel, or raft, from the berth assigned to it.

LOADING AND UNLOADING OTHERWISE THAN AT A WHARF

27. No vessel shall take on or discharge cargo, or fuel, at any place other than a wharf provided for the purpose without the express permission, in writing, of the District Engineer, or Superintendent.

VESSELS ENTERING LOCK

28. All vessels, preparatory to entering the lock, will come to a full stop on reaching signal boards marked "Stop".

SERVICE AND OPERATING FLOORS OF DAM

29. The service and operating floors of the dam are to be used only by the persons employed in the operation of the lock and dam.

BLOWING OFF TUBES

30. No vessel shall blow off boiler tubes in the lock or approaches.

REFUSE

31. No refuse, ashes, dead animals, putrid substance of any kind, stones, ballast, timbers, brush or other rubbish shall be thrown into or deposited in the lock, or approaches, nor on the banks of such works.

EXPLOSIVES

32. No vessel whose cargo consists in whole or in part of gunpowder, dynamite, nitro-glycerine, or other explosives, will be permitted to pass through any portion of the entrances or lock unless and until authority, in writing, is given for such passage by the Minister, and then only on such conditions, and subject to such precautions and supervision as by such written authority are laid down. A penalty of four hundred dollars shall be incurred by the owner, or person in charge of the vessel, for each and every violation of this regulation and for each and every failure to comply with the conditions, or any of them, so laid down.

HEAVY TRAFFIC ON BRIDGE

33. No traction engine, threshing machine, steam road roller or other heavy machinery shall be taken or driven across the bridge by any person or persons except by permission and according to the directions of the District Engineer or Superintendent; no motor truck or motor bus of more than ten tons gross weight shall exceed the speed of eight miles per hour; motor vehicles of from five to ten tons gross weight shall not exceed a speed of twelve miles per hour, and light motor vehicles shall not exceed a speed of twenty miles per hour. The cost of any requisite strengthening of the structure to insure its safety must be borne by the parties by whom or for whom the request is

made; the passage of the bridge shall be in any case solely at the risk of said parties and any party damaging the bridge or bridge railings shall be liable for all damages or cost of repairs.

INTERFERENCE WITH OFFICIALS

34. No person shall interfere with, or obstruct, or use profane or abusive language to the District Engineer, Superintendent, lockmaster, or other person employed under him or them, while in the execution or performance of his duties.

PENALTY

35. Saving and excepting the provisions of Regulation No. 32 herein, and without limitation or restriction of any powers hereinbefore or hereinafter vested in the officers and employees of the Minister, any person found guilty on summary conviction of any violation of any of these Regulations shall be liable to a penalty of not less than two dollars and not exceeding two hundred dollars.

LIABILITY FOR AND RECOVERY OF FINES, DAMAGES, ETC.

36. (1) The owner of any vessel, raft or thing shall be liable, in addition to any fine or penalty imposed for violation of any of these regulations, for any and all injury or damage done or caused, directly or indirectly, by such vessel, raft or thing whether such injury or damage arise from the fault, neglect or mismanagement of the master or person in charge, or from his inattention to or disregard of the regulations, or from the non-working or defective operation of the vessel's machinery, or of any of its appliances.

(2) The District Engineer, or the Superintendent, shall estimate all damages caused to Government property, either directly or indirectly, by any vessel, raft or thing, and in the event of any owner or person in charge of any vessel, raft or thing being liable under any of these regulations for any fine or penalty, injury or damage as aforesaid, the District Engineer, or Superintendent may seize and detain such vessel, raft or thing, or any other vessel, raft or thing belonging to such owner and being on any Government

property, and the goods and cargo on board thereof, until the amount of such fine or penalty is paid, and, in the case of such injury or damage, until the amount of the said estimate is deposited with the Department, as security for the payment thereof; the making of such deposit, however, shall not relieve the owner from liability to make pecuniary compensation to the full amount of the damage done or caused, as may ultimately be ascertained.

(3) In default of such payments, or deposit, as security, the District Engineer or Superintendent may sell by public auction, after due notice to the owner, any such vessel, raft or thing, or goods, and apply the net proceeds of such sale towards the payment of such fine, penalty or damages, as the case may be, and the balance, if any, shall be recoverable from the owner; the surplus net proceeds, if any, of any such sale shall be paid to the owner or his agent.

DISTINGUISHING ITEMS OF DRESS TO BE WORN BY CANAL EMPLOYEES

37. Caps, badges or other distinguishing mark of official capacity shall be worn by employees, while on duty, as may be directed.

USE OF INTOXICATING LIQUORS

38. No intoxicating liquors shall be brought by any person on lock property. Any officer or employee who appears on duty in an intoxicated condition or under the influence of liquor shall be liable to fine, suspension or dismissal.

OFFICERS AND EMPLOYEES NOT TO ENGAGE IN BUSINESS

39. (1) No officer or employee shall, without written permission from the Minister, furnish any teams, boats, carriages, materials or other things for the use of the public or of the work, nor shall he employ or contract for the same when owned by any member of his family or by any other officer or employee; nor shall he employ any member of his family on the works, nor use any team, carriage, boat, material or other thing belonging to the public for any private use or purpose.

(2) No officer or employee, directly or indirectly, shall have any financial interest in

- (a) Any contract for labour or materials connected with the works,
- (b) Any hotel, tavern or store in the vicinity of the works,
- (c) The sale of fuel or other goods to persons navigating or travelling on the works.

